

Table 2 - Marrickville Metro Shopping Centre – Response to Public Submissions

Key Issue	Points of Concern	Response
Urban design	<p>Proposal is overdevelopment of site. The scale, height and setbacks are inappropriate for the site.</p> <p>The scale is visually inappropriate and will dominate the surrounding residential area.</p> <p>RL20.9 is too high for Murray Street.</p>	<p>The amended plans forming part of the PPR reduce the building bulk in the most critical part of the site, in particular away from the residential properties in Victoria Road and Murray Street.</p> <p>The circular ramp has been removed from the north east corner of the site and the first floor extension comprising the DDS has been significantly reduced in size with significant setbacks now provided from northern boundary and north eastern corner reducing visual impact from Victoria Road to the north and Murray Street to the east. The massing along Murray Street does not surpass the line of the existing trees and the eastern edge along Murray Street has been articulated to break down the bulk of the DDS. The new upper level addition is setback 87 metres from the northern site boundary with Victoria Road.</p> <p>The projecting car park structures above first floor retail addition (behind the Mill House) have also been removed and setback a further 9 metres from the original proposal.</p> <p>In summary, the preferred project provides for:</p> <ul style="list-style-type: none"> - Appropriate building heights that are <u>consistent with the maximum height limits specified within the draft MLEP</u>; - Setback of the upper level addition well back from the established building line particularly where adjacent to residential areas. - Stronger built form where adjacent to existing industrial properties and where there are no amenity implications.
	Increased scale and bulk is not sensitive to the predominantly low density residential context.	<p>The Victoria Road / Murray Street / Bourne Street interfaces acknowledge the residential character and the response is considered to be appropriate. The architectural report that was prepared as part of the Preferred Project outlines the design philosophy and approach. The design concept draws heavily on the character of the surrounding area.</p> <p>The amended proposal involves additional built form to the southern portion of the site, away from the residential properties to the north, northeast and west.</p>

	<p>The proposal is inappropriate because it does not respect the established character of the historically significant locality.</p>	<p>The proposal seeks to celebrate the historical component and usage of the site. The overall feel for the new buildings and the additions to the existing centre are commercial/industrial in respect of the heritage of the site and the context of the development. Whilst many retail centres adopt an exuberant festive look and feel, this approach to this proposal has been more restrained.</p>
	<p>Development will be a 'Westfield' style development.</p>	<p>The preferred project will result in a total GLA of 39,700sqm. This is approximately 50% of the scale of the average regional shopping centre in Australia. A typical 'Westfield' super regional is of least 80,000 - 100,000sqm.</p> <p>The Marrickville Metro Shopping Centre expansion has been designed to cater for the under supply of retail floor space in the region and provide additional retail services for the local community.</p> <p>The proposed development cannot be reasonably compared to a Westfield style development.</p>
	<p>Current metro size sufficient – No need for supermarket or DDS.</p> <p>Shopping strips in Marrickville, Enmore and Newtown provide sufficient retail services.</p>	<p>The Economic Impact Assessment (EIA) prepared by Pitney Bowes Business Insight indicates that the trade area served by the centre is characterised by a significant under supply of retail floor space and that Marrickville Metro is the only shopping centre within the defined main trade area which offers consumers significant comparison shopping facilities.</p> <p>Research of residents of the Marrickville region shows that about half of them shop primarily outside the area for their clothing, homewares and giftware needs at Sydney CBD, Broadway, Westfield Burwood and Westfield Bondi Junction. Marrickville Metro offers floor area which can accommodate national brands and provide a greater range of retail services for the local community.</p>
	<p>Design of development has no relationship to surrounding character.</p>	<p>The centre sits behind the remnants of the former factory within the interface between residential and industrial precincts. The architectural report that has been prepared as part of the Preferred Project outlines the design concept which draws heavily on the character of the surrounding area.</p> <p>As discussed above, the overall feel for the new buildings and the additions to the existing centre are commercial/industrial in respect of the heritage of the site and the context of the development. The amended proposal involves additional built form to the southern portion of the site, away from the residential properties to the north, northeast and west.</p>

	<p>Surrounding infrastructure will not be able to cope with the scale of the proposal.</p>	<p>The scale of the expansion has been determined based on the market analysis and the physical capacity of the site and surrounding infrastructure to accommodate the expansion. The Preferred Project is a reduced development scheme that balances these factors.</p> <p>In respect of concerns about infrastructure, the proposal proposes to promote public transport use and improve access to the shopping centre including construction of a new bus shelter to service buses along Edinburgh Road, improve pedestrian connections to railway stations, improve the public domain and landscaping around the site, provide bicycle facilities located at the shopping centre entrances in Murray Street, Victoria and Edinburgh Roads, provide car sharing spaces allocated within the centre car park and improve pick up and set down areas for shuttle buses and customers.</p> <p>The transport analysis prepared by Halcrow demonstrates that the existing road infrastructure is adequate to cater for this development.</p>
	<p>The quality of the architecture and landscaping does not match the surrounding streetscape.</p> <p>Colorbond cladding, precast and off-form concrete, and other external materials do not reflect the predominantly brick residential/industrial area.</p>	<p>The overall feel for the new buildings and the additions to the existing centre are commercial/industrial in respect of the heritage of the site and the context of the development. Whilst most retail centres adopt an exuberant festive look and feel, this approach to this proposal has been more restrained.</p> <p>The proposal removes the existing precast walls along Murray and Smidmore Street and replaces them with shopfronts and banded brickwork to balance the proposed façades of the Edinburgh Road building. The walls that mask the new loading dock and services will be clad in precast with a grooved pattern that extend the banding effect of the brickwork. The precast will have the same colour oxide as the panels on the building on the Edinburgh industrial site to present a cohesive visual picture along Murray Street. The section of wall that abuts the former factory brick wall will be detailed to resolve the two different patterns and materials. The former factory brick walls will remain untouched.</p> <p>The preferred project response will ensure that the majority of significant trees within or adjacent to the site will be retained. The project also provides for the planting of new additional trees (i.e. on Murray Street where loading dock access points will be redesigned) that will further contribute to the visual amenity of the precinct.</p>

	<p>Creating a public open space on Victoria Road will bring more noise and disturbance to the houses opposite the centre.</p>	<p>Civic Place is an existing public open space on Victoria Road. This space is divided into two parts. One half is the curtilage of the Mill House which lends itself for more passive activities, whilst the other half is the entry forecourt to the existing shopping centre.</p> <p>The upgrade of the existing open space area (Civic Place) will enhance the setting of heritage item 'Mill House' and provide a safe and attractive area for shoppers. The space is essentially a passive space, where people can sit and read the paper and enjoy the good solar access available to this space. A deliberate decision has been made to not activate Victoria Road given the residential context.</p> <p>It is not proposed to use this space as an active, multi functional space. Furthermore, additional community facilities are no longer proposed based on the feedback of Council.</p> <p>The upgraded Civic Place will not have any adverse impacts in respect of acoustic or visual privacy for residents in Victoria Road.</p>
	<p>Proposed Civic Square is inappropriate in its location directly facing small residential houses.</p> <p>Presents an unacceptable encroachment on privacy of residents, particularly on Victoria Road.</p> <p>Civic Square will detract from existing and natural local meeting places available throughout Marrickville, Newtown, Enmore and Dulwich Hill.</p>	<p>See detailed comments above.</p> <p>Civic Square will not detract from local meeting places available throughout Marrickville, Newtown, Enmore and Dulwich Hill.</p>
	<p>Spiral car ramp located towards Edinburgh / Smidmore end of the centre will visually dominate surrounding residences.</p>	<p>It is proposed to retain the spiral ramp to be located on the corner of Smidmore Street and Edinburgh Road. This feature is located within an industrial context that can support the proposed structure, which is vastly different to the Victoria Road corner.</p> <p>The circular ramp introduces an architectural feature that identifies a key entry point to the centre and will also support water tanks contained within the structure. A circular ramp has far greater architectural quality than a long straight ramp that would be otherwise required to gain vehicle access to the rooftop.</p>

Architectural design	Ground floor improvements are restricted to infilling areas with no planning improvements.	<p>The existing retail plan has a simple and effective north south spine with two parallel malls, which is retained in the proposal.</p> <p>Improvements are made at ground level in respect of the entrances to the centre and activation of the street. The new retail building allows the existing north south spine to continue towards Edinburgh Road, terminating at Market Place. The relocated bus stop on Edinburgh Road marks the southern entry to the retail spine. Entries off Smidmore Street feed customers into the heart of the development. To the north the existing entrance in Civic Place, will be reconfigured to better address the entrance, shops and the Mill House. The new building seeks to externalise the retail offer by using opportunities presented along Smidmore Street and Edinburgh Road. Active shopfronts will flank Smidmore Street with cafes and shops trading directly off the footpath. This will provide good passive surveillance and will help provide a safe and secure environment. On Edinburgh Road shop windows will activate the ground plane along the mall to the entrance and through to the proposed bus stop beyond.</p> <p>A deliberate decision has been made not to further activate Victoria Road given the residential context to the north.</p>
	There is limited daylighting to interior spaces, with skylights and voids being a very small percentage and are too narrow to work effectively.	Skylights are proposed at the Level 2 car park level to provide natural light to the lower levels. Voids are provided at Level 1 to allow natural light to filter through to the ground floor retail spine below. The skylights and voids are appropriately sized to allow natural light into the two retail levels of the centre, which will significantly improve the internal amenity of the centre for customers.
	<p>Skylights and voids do not align.</p> <p>Skylights have been positioned to work to car parking bays rather than providing good daylight into the building.</p>	As discussed above the skylights and voids have been positioned to allow natural light to filter through to the Level 1 mall and ground floor retail spine. Voids do not necessarily need to fully align to get a good spread of daylight into the building. However, the majority of the proposed skylights and voids do align.
	<p>Suggestions to improve the development:</p> <ul style="list-style-type: none"> department store on L1 and car park on L2 should be setback from Murray Street alignment. 	As discussed above, the proposed amended built form forming the Preferred Project is considered to be an appropriate and sensitive response to Murray Street.

Civic Place	Civic Place is an inappropriate use of space that directly impacts on residential property opposite.	<p>As discussed, the upgrade of the existing open space area (Civic Place) will enhance the setting of heritage item 'Mill House' and provide a safe and attractive area for shoppers. The space is essentially a passive space, where people can sit and read the paper and enjoy the good solar access available to this space. A deliberate decision has been made to not activate Victoria Road given the residential context.</p> <p>It is not proposed to use this space as an active, multi functional space.</p> <p>The upgraded Civic Place will not adversely impact on the residential amenity currently experienced by residents in Victoria Road.</p>
	Seeks to replace the true community civic centre of Marrickville.	Civic Place will not replace the true community civic centre of Marrickville. The space is essentially a passive space. A deliberate decision has been made to not activate this space given the residential context.
	Imposes unreasonable loss of amenity and privacy to the residential houses opposite – will result in loss of use of domestic private space.	See detailed comments above. The upgraded Civic Place will not adversely impact on the residential amenity and will not result in any material loss of visual privacy or access to sunlight for residents along Victoria Road. The area and functioning of this space will remain substantially the same as existing.
	There is no buffer zone between the residential area and the Civic Place to minimise impact.	The design retains existing distances between Civic Place and the residential area. Victoria Road acts as a buffer between the residential area and the Civic Place. It is also proposed to retain the mature trees on the Victoria Road frontage, specifically those trees referenced by Council for retention. The existing street trees to be retained will help screen residents on the opposite side of the road from Civic Place.
Retail Floor Space	It is misleading for AMP to claim that the removal of the retail link over Smidmore Street represents a retail reduction to the proposed scheme.	The PPR accurately documents the reduction in GFA from that proposed in the original EA to that which is now proposed in the PPR.
Shopping Centre Management	Existing maintenance of Metro is poor - currently only clean inside shopping centre, health concerns due to increased litter and poor management of rubbish bins (Waste). Ongoing issues remain unresolved – Litter and abandoned trolleys.	AMPCI is committed to effective operational management of the shopping centre which will specify management of waste, safety and security.
	There will be poor trolley management and increased abandoned trolleys. Suggest a plan for electronic trolley tagging be implemented.	The Operational Management Plan for the centre will encompass a strategy for trolley management.
	The existing Food Court supplies a lot of litter to the surrounding area already – concerns it will be increased.	AMPCI is committed to effective operational management of the shopping centre which will specify management of waste from the food court.

	<p>A detailed Operations Management Plan should be provided with input from Council and local residents.</p>	<p>AMPCI is committed to providing effective management of the shopping centre and provision of facilities and ensure operation of the shopping centre will not impact on the amenity of shoppers or surrounding residents. The Operations Management Plan will address the following issues that have been raised by residents in the public exhibition:</p> <ul style="list-style-type: none"> • Trolley management • Cleaning and maintenance within the shopping centre site and immediate surrounds • Preparation of a Maintenance Strategy for walking and cycling paths
	<p>Must impose a curfew within the Operations Management Plan to limit trucks unloading at night.</p> <p>A timetable for individual truck deliveries to limit the number of trucks arriving at one time should be included in the OMP.</p>	<p>Currently there are five loading docks around the site. The proposal seeks to consolidate and reduce the number of these to three docks. The amended scheme involves relocation and reconfiguration of the three existing loading docks along Murray Street to a single loading dock (Loading Dock 3). The entrance to the consolidated Murray Street loading area is moved further away from residential properties on the other side of the Murray Street, which will benefit the amenity of those residents. Furthermore, all loading will be on-site with loading confined to internal loading areas. This will lead to significant benefits to Murray Street which at present suffers from considerable on-street manoeuvring of large trucks including in particular full size semi-trailers servicing the Aldi Store.</p> <p>Loading dock 1 will be accessed via Murray Street, south of Smidmore Street, adjacent to industrial land, and the existing Loading dock 2 will be retained in its current location with access from Smidmore Street.</p> <p>The Preferred Project proposes to limit hours of the loading dock between the hours of 7am to 10pm to minimise potential impacts on residential amenity. This will mitigate any potential amenity concerns that may result from late, night time use of the loading dock and will be an on-going operational commitment of the centre. The existing loading dock 2, which services Woolworths and Kmart will continue to operate under its current approved hours of operation.</p>
	<p>Encourage the Department of Planning to stream-line all of the various development consents for:</p> <ul style="list-style-type: none"> a) Overall Metro shops operating hours and conditions, b) Trading hours of the Metro shops and c) Individual consents of Metro tenants <p>Under one agreement or operational commitment to increase the ease of supervision of operations.</p>	<p>This is a matter for Marrickville Council and is beyond the scope of this application.</p> <p>Future development applications are likely to be assessed by Marrickville Council.</p>

	Operating hours must be reduced from 7am-10pm to 7am-7pm. Night deliveries will adversely impact resident's amenity.	The Preferred Project limits loading hours between the hours of 7am to 10pm. A 10pm curfew is reasonable under the EPA guidelines given that 10pm represents the change to more stringent 'night-time' criteria.
	Dock operating hours are unacceptable and must be revised to 7am to 7pm.	The Preferred Project limits loading hours between the hours of 7am to 10pm to address residents concerns. This will mitigate any potential amenity concerns that may result from late, night time use of the loading dock and will be an on-going operational commitment of the centre.
	Require commitment on trading hours and operating hours.	The centre will continue to operate under its current operating hours noting this project is an extension to a long established shopping centre.
Traffic	Proposal includes poor road management planning.	A detailed Traffic Management and Accessibility Plan (TMAP) has been provided and further amended as part of the PPR.
	The centre is not located on a major road – proposal is not suitable.	Marrickville Metro is a long established shopping centre, which historically has and will continue to trade well in this location. The site is well located to accommodate the proposed expansion because it is at the interface with a large industrial area where there is minimal amenity impacts. Furthermore, there is minimal industrial traffic activity during peak shopping times on weekends.
	It is a car-orientated retail destination. The proposal does not adequately address the goal of achieving reduce car dependence.	<p>The rate of car parking provision proposed is below that of the Marrickville DCP and of that presently supplied on site but accords with RTA requirements. This provision was seen to be an appropriate balance between the need to minimise car parking (i.e. encourage non-car modes of transport) and the legitimate concerns of nearby residents that shopping centre parking not overspill onto their streets.</p> <p>Furthermore, the centre is fortunate in having bus routes that actually terminate at it. In addition a number of other bus routes are located within easy walking distance across a park on Enmore Road. None of Transport NSW, Sydney Buses or the RTA have raised strategic concerns.</p>

	<p>The proposal has an ill conceived idea that people living in the Inner West do not need cars and the majority of residents do not own cars.</p>	<p>Currently, approximately 16% of shoppers (during Thursday PM peak) walk to Marrickville Metro. This is a relatively large proportion of people walking to the centre compared to other shopping centres. The TMAP outlines proposed measures to further promote walking and cycling and the use of public transport, including upgrade public domain and landscaping, new directional signage, improved pedestrian connections to railway stations and preparation of a 'green travel guide' which includes measure to enhance centres non car mode access.</p> <p>Notwithstanding, an appropriate level of car parking has been provided on site that would minimise the needs for visitors to park on nearby residential streets without excessively providing for private vehicle travel.</p>
	<p>Proposal fails to take into account traffic impacts from approved developments in local area including new IKEA at Tempe and new swimming pool at Enmore Road.</p>	<p>The TMAP includes analysis of other related and relevant development, in particular the new pool. The new swimming pool at Enmore Park is forecast to have a greater impact on some intersections than the expansion of the Metro. The TMAP concluded that the road systems serving the site will be able to accommodate additional traffic generated by the proposal.</p>
	<p>No structural change to the network is proposed and AMP relies on behavioural modification arising from congestion to limit reduction in intersection service.</p>	<p>It is proposed to provide capacity enhancements at the intersection of Unwins Bridge Road, Bedwin Road and May Street. Capacity would also be improved at the intersection of Alice Street with Edgeware Road through a half hour extension of an existing peak period parking control. In addition, two new roundabouts are proposed near the centre.</p> <p>However, the majority of the new traffic that the centre will attract already passes the centre to or from an alternative shopping opportunity. The effects of this additional traffic will thus be considerably less than if the increase in generated traffic was only sourced from residents new to the area.</p>
	<p>There are discrepancies in the Halcrow traffic report – found there was a variance of between 10-30% greater traffic flow than reported.</p>	<p>Some very minor inconsistencies were found in the traffic forecasts for the Thursday evening. Corrected forecasts are provided in Appendix 5 (as compared to the traffic forecasts in Appendix C of the Traffic Report prepared by Halcrow submitted with the PPR). Forecast intersection levels of service are unchanged as are conclusions based on these.</p>

	<p>Increase in delivery truck movements to the centre, which will increase the existing concerns regarding delivery trucks: noise, illegal parking, dangerous off loading of goods from Murray Street.</p> <p>There is no practical way the behaviour of delivery truck drivers can be managed.</p>	<p>Currently there are five loading docks around the site. The proposal seeks to consolidate and reduce the number of these to three docks; a consolidated dock on Murray Street for the expanded existing centre, a new dock off Murray Street for the new development on the industrial site and the existing Majors dock off Smidmore Street.</p> <p>All loading will be on-site with loading confined to internal loading areas. This will lead to significant benefits to Murray Street which at present suffers from considerable on-street manoeuvring of large trucks including in particular full size semi-trailers servicing the Aldi Store. The entrance to the Murray Street loading area is moved further away from residential properties on the other side of the Murray Street, which will benefit the amenity of those residents.</p> <p>The truck access paths to the new docks doesn't change from the existing conditions, however, the proponent will direct that heavy vehicles access the loading docks via Edinburgh Street to avoid travelling through residential areas. This will be incorporated as part of the Operational Management Plan and is included as a Statement of Commitment. Refer to the Traffic Report prepared by Halcrow. Overall, all of these improvements will reduce the impacts of trucks on surrounding residential streets and benefit the amenity of residents.</p>
	<p>Increased heavy vehicles on local side streets, heavy vehicles will travel on local streets at maximum legal speed limits.</p>	<p>The truck access paths to the new docks doesn't change from the existing conditions, however, the proponent will direct that heavy vehicles access the loading docks via Edinburgh Street to avoid travelling through residential areas. This will be incorporated as part of the Operational Management Plan and is included as a Statement of Commitment.</p>
	<p>Narrow residential streets are physically unable to support a larger volume of trucks, particularly on Murray Street and Victoria Road.</p>	<p>Additional trucks generated by the development will arrive via Edinburgh Road and use the new Murray Street loading area. There should be little impact on the residential section of Murray Street and on Victoria Road.</p>
	<p>Existing road infrastructure is already over-burdened.</p>	<p>The extensive traffic analysis that has been undertaken and review of this by the RTA has shown that the road system serving the site will be able to accommodate additional traffic that will be generated.</p>
	<p>Key affected streets of Lord Street, Darley Street and Llewellyn Street have not been included within the AMP traffic assessment.</p>	<p>Impact on Lord Street is likely to be low. Effects on this are addressed in the response to Marrickville Council's submission in Table 1. Darley Street will be even less impacted, given that it is more difficult to enter Darley Street. Minimal traffic associated with the expansion would use Llewellyn Street as it would provide a very indirect route to the new car park.</p>

	<p>The Halcrow traffic report does not accurately reflect the true situation regarding traffic in the area.</p> <p>Need an independent traffic analysis of the all the roads within the vicinity of the site.</p>	<p>A detailed Traffic Management and Accessibility Plan has been provided and further amended as part of the PPR.</p>
	<p>There is no analytical link between the Economic Impact analysis and the distribution of traffic growth.</p>	<p>In determining Traffic Distribution and Future Traffic Volumes, the Traffic Study considered the Economic Impact Report prepared by Pitney Bowes Business Insight which indicated the proportion of increased trade that would be derived from different sections of the expanded centre's trade area. This trade distribution was combined with an assessment of the principal routes that would be used to travel to and from the centre from each direction to make an estimation of the proportions of additional traffic that would be on each main arrival and departure route.</p>
	<p>The swept path analysis assumes entry from the south to the Murray Street Loading Dock and exit to the south – not an accurate representation of what will occur.</p>	<p>The proponent will direct that heavy vehicles access the loading docks via Edinburgh Street to avoid travelling through residential areas. This will be incorporated as part of the Operational Management Plan and is included as a Statement of Commitment.</p>
	<p>Increase in traffic poses a significant hazard to pedestrians, particularly on Murray Street and Victoria Road.</p>	<p>The proportional increase in traffic on Victoria Road and on the residential part of Murray Street will not be high. Thus there will be little change in the character of, or impacts on pedestrians on these roads.</p>

	<p>Suggestions:</p> <ul style="list-style-type: none"> • Close off Victoria Road to prevent it being accessed from Edgeware Road. • Cars and trucks should be restricted from accessing the centre via Murray Street and Victoria Road. • A road block or cul de sac should be installed in Murray Street to reduce the number of dangerous turns in to and out of Edgeware/Victoria/Murray and alleviate traffic stress. • Block truck access from North Murray Street. • A right-hand turn signal should be installed at the intersection at the top of Edgeware Road, allowing vehicles to turn from Stanmore Road in to Enmore Road and from there access Edinburgh Road. 	<ul style="list-style-type: none"> • This is not supported as it would transfer considerable extra traffic to Llewellyn and other streets merely advantaging one street at the detriment of others. • This may have merit in terms of trucks and is a matter that the Marrickville Local Traffic Committee could explore. Obviously it would apply to trucks arriving from or departing to the north. Trucks would still need to use the section of Murray Street from the proposed new loading area driveway to the south. As explained above, it would not be appropriate to restrict access by cars. • See Above • See Above • This is a matter that the Marrickville Local Traffic Committee could explore. The ramifications of such a measure may be widespread and investigation of these are beyond the scope of an application such as this. The applicant would not object to such a change.
	It is considered that providing a major retail centre in a low scale residential neighbourhood will significantly increase traffic movements to and through the area which will have inappropriate traffic and amenity impacts on the locality.	Not agreed - The analysis outlined in the Halcrow Report documents the increased projected traffic generated by the development and explains why this increase can be accommodated without undue increased congestion and amenity impacts on the locality.
	The traffic assessment undertaken for the proposal is deficient in the assumptions made in regard to traffic generation and implications on the surrounding intersections.	The traffic assessment has been reviewed by the RTA and it has advised no objections subject to implementation of proposed road works.
	The distribution and assignment of traffic are based on little traffic coming from/to the centre from the north and north east. It would be useful to compare this distribution with existing routes of shoppers coming to and from the centre.	The assumed traffic distribution from the north and east is based on the retail market study which takes into account the distribution of customers and the location of competing centres. Obviously customers living to the north and east of the centre have more near by alternative shopping opportunities than do customers from other parts of the Marrickville Metro market catchment area.

	Edgeware Road and its intersection are north east of the Marrickville Metro. With additional traffic, the Alice Street/Edgeware Road/Llewellyn Street intersections would operate at an unsatisfactory level of service. Delays would increase and queues would affect the operation of other intersections. The additional traffic would also increase delays and queues at the Enmore Road/Edgeware Road intersection.	The traffic analysis has taken the effects of additional traffic through this intersection into account and found that only minor parking adjustments would be needed. As explained elsewhere, the effects of new traffic drawn through this intersection would largely be offset by the interception of other traffic that would be directed into the centre instead of otherwise travelling along Edgeware Road to other shopping centres.
Public Transport	Proposal is not sufficiently serviced by public transport.	The centre is fortunate in having three bus routes that actually terminate at it. In addition a number of other bus routes are located within easy walking distance across a park on Enmore Road. None of Transport NSW, Sydney Buses or the RTA have raised strategic concerns.
	Proposal lacks planning to improve public transport infrastructure.	<p>Sydney Buses have been consulted – refer to Halcrow Transport report.</p> <p>Changes/increases in bus services are a matter for Transport NSW to approve and fund.</p> <p>In addition to having three existing bus routes terminate at the centre, the Preferred Project includes a number of measures to promote public transport usage.</p> <p>The development proposes a new bus terminus on Edinburgh Road that will enable for increased capacity (3 bus parking areas compared to 2 currently on Smidmore Street). The proposed bus terminus will thus increase bus stop capacity by 50%. This will provide more than sufficient capacity to meet the needs of the proposed expansion. Therefore this additional capacity will assist in the event that additional services are funded.</p> <p>A community bus parking bay is also proposed along Smidmore Street subject to Council approval.</p>
Parking	Increased on site parking will result in increased traffic congestion.	The rate of car parking provision proposed is below that of the Marrickville DCP and of that presently supplied on site but accords with RTA requirements. This provision was seen to be an appropriate balance between the need to minimise car parking and the legitimate concerns of nearby residents that shopping centre parking not overspill onto their streets.
	Will reduce street parking on Lord Street and Llewellyn Street.	No changes to parking on either Lord or Llewellyn Street are foreshadowed as a result of the proposal.
	Car park L2A is over servicing cars – should be smaller than L2, especially along Murray Street.	This is a built form issue which is addressed previously.

	The proposal will result in increased parking difficulty for residents.	The off-street parking provision is considered appropriate for the projected demands of the centre such that there should not be an increase in on-street parking demand.
	Reduced parking on Bourne Street.	This off-street parking provision is considered to be an appropriate balance between the need to minimise car parking and the legitimate concerns of nearby residents that shopping centre parking not overspill onto their streets. Accordingly, there is not expected to be an increase in parking demands in Bourne Street.
Acoustic Impacts	Increased traffic noise	The acoustic impacts of the proposed development are addressed in the report prepared by Acoustic Logic.
	Noise disturbance due to maintenance / cleaning / renovation activities.	Cleaning and maintenance of the shopping centre and its surrounds will be carried out in accordance with the Operational Management Plan.
	Concern that the general increased use and size of the loading dock will duplicate the current noise issues impacting residents.	The acoustic impacts of the proposed development are addressed in the report prepared by Acoustic Logic.
	The enclosing loading dock walls and its roller shutter doors must provide appropriate acoustic isolation between the dock activities and the residential houses on Murray Street.	<p>The acoustic impacts of the proposed development are addressed in the report prepared by Acoustic Logic.</p> <p>All loading will be on-site with loading confined to internal loading areas. This will lead to significant benefits to Murray Street, which at present suffers from considerable on-street manoeuvring of large trucks including in particular full size semi-trailers servicing the Aldi Store. The entrance to the Murray Street loading area is moved further away from residential properties on the other side of the Murray Street, which will benefit the amenity of those residents.</p> <p>The proponent has also agreed to line the underside of the slab over the loading dock fronting Murray Street with noise absorptive material in accordance with recommendations of the Acoustic Report. This is included as a Statement of Commitment.</p>

	AMP must improve their management of the proposed loading dock to eliminate idling engines on Murray Street.	<p>The amended scheme involves relocation and reconfiguration of the three existing loading docks along Murray Street to a single loading dock (Loading Dock 3). The entrance to the Murray Street loading area is moved further away from residential properties on the other side of the Murray Street, which will benefit the amenity of those residents. Furthermore, all loading will be on-site with loading confined to internal loading areas. This will lead to significant benefits to Murray Street which at present suffers from considerable on-street manoeuvring of large trucks including in particular full size semi-trailers servicing the Aldi Store.</p> <p>Furthermore, the Preferred Project proposes to limit hours of the loading dock between the hours of 7am to 10pm to minimise potential impacts on residential amenity. This will mitigate any potential amenity concerns that may result from late, night time use of the loading dock and will be an on-going operational commitment of the centre.</p>
Tree removal and landscaping	Potential loss of Hills Weeping Fig Trees on Victoria Road.	<p>There are no Hills Weeping Figs proposed to be removed on Victoria Road. Five Hills Weeping Figs are proposed to be removed on Murray Street, with one also proposed to be removed on Smidmore Street. These trees need to be removed to accommodate the proposed vehicular entry footprint and the proposed building footprint extension. New planting will be provided where existing entrances are removed.</p>
	Only 14 trees have been given priority for retention.	<p>80 trees are proposed to be retained, with only seven trees proposed to be removed to accommodate proposed building or vehicular entry footprint.</p> <p>14 trees have been allocated a Retention Value of <i>Priority for Retention</i>. These trees are required to be protected in accordance with the Tree Protection Specifications outlined in Appendix 6 of the Arboricultural Impact Assessment Report. Retention Value was based on the subject tree's Remaining Life Expectancy Range and Landscape Significance. The Retention Value was modified where necessary to take in consideration the subject tree's health, structure and site suitability.</p>
	Insufficiently clear about which trees will or will not be removed.	The Arboricultural Impact Assessment Report together with the Site Survey in Appendix 3 of this report clearly identifies which trees will be removed.
	Seeks removal of mature trees of landscape significance.	The preferred project response ensures that the majority of significant trees within or adjacent to the site will be retained. The project also provides for the planting of new additional trees that will further contribute to the visual amenity of the precinct.

	Potential loss of natural habitat for birds and bats.	<p>The preferred project proposes the following:</p> <ul style="list-style-type: none"> • The retention of all street trees in Smidmore Street, which now becomes possible with the removal of the building extension across the road reserve. Appropriate tree protection measures will be put in place during the construction phase. • The retention of the mature trees on the Victoria Road frontage, specifically those trees referenced by Council for retention. • The removal of the 'rain gardens' concept for Murray Street and therefore the proposed staged replacement of the existing fig trees. The trees will be maintained as part of the proposed development. <p>The preferred project response will ensure that the majority of significant trees within or adjacent to the site will be retained. The project also provides for the planting of new additional trees.</p> <p>The majority of Fig trees along Murray Street will also be retained. The proposal includes replacement planting of trees to be removed as a result of rationalisation of loading docks. In addition, Eucalyptus trees along Smidmore Street will be retained.</p> <p>It is therefore considered that there will be no material impact on the natural habitat for birds and bats in this inner city location.</p>
Community consultation	Lack of adequate community consultation and lack of adequate information provided about project. The majority of residents in close proximity to the centre state that they were unaware of the expansion plans until the exhibition period last year, and were not contacted or consulted by AMP or their agency.	<p>As outlined in the EA, extensive consultation occurred with community and relevant stakeholder groups prior and during the design development process. The consultation process was designed to meet the Department of Planning's consultation guidelines and involved door knocking and surveying surrounding neighbours, newsletters distributed to the wider community, establishment of a project website and community information days held at the shopping centre prior to lodgement of the application and during the public exhibition period.</p> <p>Feedback from the community received during the consultation process was recorded and taken into consideration during the design development.</p>
	<p>Consultation provided misleading information about development- AMP has not been truthful about the development.</p> <p>Misconception that 'Revitalisation' meant refurbishment and upgrade, not renovation and expansion to the proposed scale.</p>	<p>All details provided on the development during consultation, for example in the newsletters delivered, on the project's website and information provided during community information days held at the shopping centre were accurate and truthful.</p>
	Consultation provided was disingenuous.	See above comments.

	Does not reflect how the local community feels about the proposal.	<p>As mentioned in the Environmental Assessment, AMPCI commissioned researcher 'Two Blind Mice' to undertake detailed research on the local community attitudes (within the Marrickville LGA) towards the potential expansion of Marrickville Metro. A survey sample of 1,201 respondents was undertaken. The survey included questions to identify customer attitudes about an expansion to the shopping centre and to identify the desired retail stores and services for the area. The outcomes obtained from the community research provided important information for AMPCI in the development of the vision for the expansion of the Metro.</p> <p>The survey indicated that the majority of the Marrickville community was willing or open to change to the Metro subject to the resolution of the final design. A high proportion of residents (80%) stated that they were either enthusiastic to change or would be supportive depending on the final concept.</p>
	Misleading of Elton Consulting and AMP to publish that the majority of people want the proposal.	<p>As mentioned in the Environmental Assessment, AMPCI commissioned economic and consumer research in 2005 to understand consumer and retail demands of the shopping centre patrons. These included, exit interviews of over 500 customers carried out by Directional Insights, telephone surveys by UrbisJHD, as well as social research and investigation undertaken by Two Blind Mice in 2008 to determine community attitudes about the existing shopping centre and the potential for its expansion.</p> <p>Findings from this research indicated that the majority of the Marrickville community is willing or open to change to the Metro (subject to resolution of final design) and that 80% of respondents who participated in the 'Two Blind Mice' survey were either enthusiastic or supportive depending on final concept.</p>
	Petitions given by Elton Consulting didn't allow for the option to object to the proposal.	<p>The purpose of the Part 3A exhibition period is to provide an opportunity for the public to submit their concerns. Both the EA and the PPR have been publically exhibited, giving the community ample opportunity to express their concerns to DoPI. The public exhibition period of the original EA was also extended by DoPI for 14 days, at the community's request.</p>

Economic impact	Proposal will have negative economic impact small/local businesses, corner shops, on local shopping villages/strip shops on Enmore Road, King Street, Marrickville Road and Illawarra Road.	<p>As outlined in the EA, AMPCI commissioned a Retail Strip Review to understand and analyse the impacts of Marrickville Metro on the strips. The report indicates that while the strip centres are currently operating at a healthy level (with the existence of the current Marrickville Metro), the strips also offer cultural differentiation and specialisation, providing food catering and convenience shopping. The strips do not and cannot offer larger retail floor space to cater for national retail brands, large format supermarkets or discount department stores. Consumer research suggests that there is a demand for national retail brands, large format supermarkets or discount department stores from most local customers, who are currently travelling outside the local area to get it.</p> <p>Notwithstanding this, the amended scheme involves a reduced additional retail floor space and trading impacts on Marrickville Road are expected to be reduced from the marginal impact originally proposed of 5% to only 4.1%.</p>
	Employment impact on staff in local businesses.	The proposed development will have a significant positive employment impact. The impacts on other centres (and therefore employment) are considered to be low and will be far exceeded by the generation of new employment opportunities within the expanded retail centre.
	Decline in economic competition in surrounding areas.	<p>The proposed Marrickville Metro expansion will provide additional retail floor space to meet an undersupply in the region and provide additional retail services to support the Marrickville community.</p> <p>It is forecast that trading impacts on surrounding centres will be low and will not threaten their on-going viability. Notwithstanding this, the planning system is not designed to prevent normal competition between retailers.</p>
	No study has shown how many jobs in retail outlets will be lost in local strip shopping to prove that there would be any net gain.	The Economic Impact Assessment assumes that once fully operational, the increase in the retail component of the centre would be likely to employ around 658 persons. Allowing for an estimated 5% of the total increase to be as a result of the reduced employment in other retail facilities in the area (i.e. 33 jobs), the net additional jobs at the expanded Marrickville Metro are estimated at 625.

	<p>It is considered that the proposed additional retail expansion at Marrickville Metro will effectively absorb all retail development potential into one isolated locality and will further segregate and entrench the role of the Marrickville Town Centre and other retail centres.</p>	<p>Marrickville Metro at present contains a total floorspace, including retail and non-retail, of 22,933 sq.m, accommodating some 90 retail stores. The proposed expansion would add a further 16,767 sq.m, and approximately a further 50–55 retail stores. Hill PDA, in its Economic Impact Assessment prepared on behalf of the Marrickville Chamber of Commerce and dated August 2010, shows in Table 2 at page 13, that within the various strip centres which it deems to be of relevance to this proposal, there are some 1,873 shopfront premises, including the following:</p> <table><tr><td>Newtown</td><td>508</td></tr><tr><td>Marrickville</td><td>329</td></tr><tr><td>Enmore</td><td>156</td></tr><tr><td>Dulwich Hill</td><td>150</td></tr></table> <p>Further, in Table 3 at page 14, Hill PDA shows that within these strip centres the total amount of shopfront floorspace is 201,763 sq.m. Within this total, the following are the largest:</p> <table><tr><td>Newtown</td><td>48,456 sq.m</td></tr><tr><td>Marrickville</td><td>42,975 sq.m</td></tr></table> <p>Given all of the above, it is simply not supportable to suggest that Marrickville Metro will absorb all retail development potential into one isolated locality, or that it will segregate and entrench the role of the Marrickville Town Centre and other retail centres. Marrickville Metro is just one relatively small part of the total retail and retail services offer available throughout the Marrickville region – by far the largest part is the combined offer of the various strip centres. Indeed, the two largest strip centre are themselves individually much larger than the existing Marrickville Metro, and will be larger than even the expanded Marrickville Metro.</p>	Newtown	508	Marrickville	329	Enmore	156	Dulwich Hill	150	Newtown	48,456 sq.m	Marrickville	42,975 sq.m
Newtown	508													
Marrickville	329													
Enmore	156													
Dulwich Hill	150													
Newtown	48,456 sq.m													
Marrickville	42,975 sq.m													
Impact on area character	<p>Large shopping centre not suited to local area and will have a negative impact on residential precinct. This is not a commercial precinct.</p>	<p>The site is occupied by an existing shopping centre which is a commercial use and is bounded by residential properties to the north, west and north east and industrial land to the south, south west and south east. The proposal involves expansion into the adjoining industrial land to the south. In addition, the proposed additional built form to the existing shopping centre building will be setback to the southern portion of the site and will not significantly impact the nearby residential properties.</p>												

	Lack of public transport and infrastructure to support development.	<p>The Preferred Project includes a number of measures to promote public transport usage and improve access to the centre include:</p> <ul style="list-style-type: none"> • Construction of new bus shelter to service buses along Edinburgh Road which will have direct pedestrian access to the shopping centre's southern entrance. The proposal also provides opportunities for improvements to bus facilities and increased trip frequency to better service the customers and staff. The proposed bus terminus will thus increase bus stop capacity by 50%. • Improved pedestrian connections to railway stations with inclusion of directional signage. • Improved public domain and landscaping around the site to enhance pedestrian amenity. • Provision of cycle routes and bicycle facilities located at the shopping centre entrances in Murray Street, Victoria and Edinburgh Roads. • Improved bicycle routes from St Peters and Sydenham Stations. • Provision of car sharing spaces allocated within the centre car park. • Improved pick up and set down areas for shuttle buses and customers.
	The proposal will disrupt the community feel of the local area.	<p>As mentioned in the EA Report, research was undertaken to determine the social and community impacts of the development. Findings of the research indicated that the proposal will not result in any significant change to the social fabric of the area as the shopping centre currently exists and the proposed expansion is towards an industrial zone.</p> <p>Social research indicates that the proposed expansion will also benefit the community by providing additional services for the community but not at the expense of the local shops. In fact the detailed consumer research undertaken by AMPCI has found that most local customers quite naturally want to be able to shop at both type of destinations – strips and centres. The research indicates that the demand for both a 'one-stop shopping' destination and complementary localised offer of retail strips in the trade area will continue with the expanded Marrickville Metro.</p> <p>The Preferred Project proposes a reduced built form and scale to that originally proposed which will lessen its visual impact on adjoining residential properties to the north, northeast and west. The development also includes new landscaping to existing open space and enhancement of setting of heritage item, retention of majority of significant street trees along Smidmore and Murray Streets, activation of the Smidmore Street frontages, provision of additional public transport options and improved vehicle and pedestrian access to and from the site.</p>

	Proposal is completely contrary to the recognised and desired character of the locality	<p>The centre sits within the interface between residential and industrial precincts. The architectural report that has been prepared as part of the Preferred Project outlines the design concept which draws heavily on the character of the surrounding area.</p> <p>The overall feel for the new buildings and the additions to the existing centre are commercial/industrial in respect of the heritage of the site and the context of the development. The amended proposal involves additional bulk to the southern portion of the site, away from the residential properties to the north, northeast and west.</p>
Heritage	Heritage value of surrounding residential buildings has been undervalued.	<p>The Heritage Impact Assessment that was prepared as part of the EA concluded that the proposal would not have any adverse impacts on the nearby Llewellyn Estate Heritage Conservation Area. The architectural report that was prepared as part of the Preferred Project outlines the design philosophy and approach. The design concept draws heavily on the character of the surrounding area.</p> <p>The overall feel for the new buildings and the additions to the existing centre are industrial in respect of the heritage of the site and the context of the development. Whilst most retail centres adopt an exuberant festive look and feel, this approach to this proposal has been more restrained.</p> <p>The site is occupied by an existing shopping centre which is a commercial use and is bounded by residential properties to the north, west and north east and industrial land to the south, south west and south east. The proposal involves expansion into the adjoining industrial land to the south. The additional built form in the north eastern portion of the site has been removed from the proposal and concentrated towards the southern/south eastern end of the site and setback from the north, northeast and western residential interfaces. The additional built form will not be significantly visible from the nearby residential properties or streetscape.</p>
Residential amenity	Impact on residential health and lifestyle.	The proposal is for the expansion and upgrade of an existing shopping centre and extension to an existing industrial site. The proposal includes upgrade and enhancement of existing open space, increased pedestrian activation around the site, improved vehicular access and landscaping works including retention of significant trees along Murray and Smidmore Streets.
	Noise and air pollution from traffic generation.	Addressed in Acoustic report.
	Operating hours in the loading docks will increase and result in disturbance to the local residents.	The Preferred Project will limit loading hours between the hours of 7am to 10pm to address concerns regarding sleep disturbance.

	Diminished visual amenity.	The facade improves the visual amenity from the current situation. The expansion of the existing Marrickville Metro shopping centre will be orientated towards the southern side of the site, and will extend into 13-55 Edinburgh Road located on the opposite side of Smidmore Street which is currently industrial land. As the site is surrounded by residential properties to the north, northeast and west, and industrial land to the south, southeast, and southwest, the additional bulk will be significantly setback from the residential interfaces and will not cause loss of amenity or visual impacts to the residential area.
	General disturbance caused by increased concentration of people around a quiet residential area.	It is considered that the increased number of people visiting the centre will not cause any significant acoustic impacts on nearby residential properties noting that the centre already has in order of 5 million visitations per annum. The Acoustic Report identified loading dock noise, mechanical plant noise and vehicle noise as the potential noise emitters from the site and, where necessary, recommended acoustic and management controls in order to reduce noise impacts on nearby properties to levels complying with relevant acoustic criteria.
	Health and wellbeing risks as a result of noise disturbance.	Addressed in Acoustic report.
	Light spillage from lighting in the centre, cars, retail frontage, and spotlights in the Civic Square will negatively impact residential amenity.	<p>Potential light spill impacts have been mitigated through the amended design and setting back of the additional levels from the north/north-eastern boundaries.</p> <p>The lighting in Civic Place will be designed to provide an appropriate and normal level of lighting for the entrance to a shopping centre, as well as to provide accessibility, safety and security in a public space. As discussed, Civic Place is essentially a passive space, where people can sit and read the paper and enjoy the good solar access available to this space. It is not proposed to be used as multi function active space during the day or night. The lighting design will reflect the proposed purpose of the space and will ensure that no unreasonable light spill will cause a lighting nuisance to residential properties along Victoria Road.</p>
	The extra mass, including the proposed vents, will create a visual eyesore.	<p>As discussed, the amended plans forming part of the PPR reduce the building built form in the most critical part of the site in particular the residential properties in Victoria Road ad Murray Street.</p> <p>Overall, the proposed development will substantially enhance the visual presentation of the shopping centre. The current centre is tired and with the exception of Victoria Road presents poorly to the street.</p>

	Proposal will result in overshadowing – loss of aesthetics and enjoyment of residential properties.	<p>As shown in the shadow diagrams submitted with the Preferred Project , the amended proposal will not result in any additional overshadowing impacts on any adjoining residential properties. The amended proposal involves additional bulk to the southern portion of the site, away from the residential properties to the north, northeast and west.</p> <p>The Preferred Project incorporates mitigation measures designed to prevent the loss of residential amenity including reduced bulk set back from the adjoining residential interface, improved pedestrian and vehicular access to the site, enhanced landscaping and public domain treatments, improved setting of the heritage item, retention of significant trees around the site and improved activation of street frontages.</p>
	Proposal will block Easterly breeze – may result in structural problems due to loss of air circulation and ventilation.	This was not identified as a potential issue in the detailed Wind Assessment Report submitted with the PPR.
Inappropriate location	The location of the site is the fundamental problem with the current and proposed Metro Shopping Centre.	Marrickville Metro is a long established shopping centre, which historically has and will continue to trade well in this location. The site is well located to accommodate the proposed expansion because it is at the interface with a large industrial area where there is minimal amenity impacts. Furthermore, there is minimal industrial traffic activity during peak shopping times on weekends.
	It is an inappropriate out-of-centre location, without any direct connections to major collector roads and is not sufficiently serviced by public transport.. The proposal does not make the best use of road and public transport infrastructure.	<p>This argument ignores the fact that this is a long established centre and that the level of retail development sought is less than the total market requirement for more retail space in the area. The subject location is well suited to this because it is at the interface with a large industrial area, in which there is minimal industrial traffic activity during peak shopping times on weekends.</p> <p>The centre is fortunate in having three bus routes that actually terminate at it. In addition a number of other bus routes are located within easy walking distance across a park on Enmore Road. None of Transport NSW, Sydney Buses or the RTA have raised strategic concerns.</p>

	There is no overriding community benefit to establishing a major regional retail destination on this stand alone isolated site in Marrickville.	<p>As mentioned in the Environmental Assessment Report, research was undertaken to determine the social and community impacts of the development. Findings of the research indicated that the proposal will not result in any significant change to the social fabric of the area as the shopping centre currently exists and the proposed expansion is towards an industrial zone.</p> <p>Social research indicates that the proposed expansion will also benefit the community by providing additional services for the community but not at the expense of the local shops as people are likely to shop along the strip shops and at centres which provide floor space to accommodate national brands and major supermarkets.</p> <p>The Preferred Project proposes a reduced built form and scale to that originally proposed which will lessen its visual impact on adjoining residential properties to the north, northeast and west. The development also includes new landscaping to existing open space and enhancement of setting of heritage item, retention of majority of significant street trees along Smidmore and Murray Streets, activation of the Smidmore Street frontages, provision of additional public transport options and improved vehicle and pedestrian access to and from the site.</p>
Part 3A process	Proposal is a grab for profit by AMP.	No comment – not relevant to consideration of application.
	Concern for the way development proposal bypassed local government to be Part 3A.	<p>On 19 January 2010, NSW Department of Planning declared that the proposal meets the mandatory criteria for a Major Project under the SEPP (Major Development) 2005.</p> <p>Despite the project being assessed by the Department of Planning, the proponent has sought to work closely with Marrickville Council.</p>
	Development should not be assessed under Part 3A as it is neither a State Significant site nor Critical Infrastructure.	The proposal was declared a Major Project meeting the mandatory criteria for a Major Project at the time, being a development with a capital investment value greater than \$100 million.

Planning policy	<p>The proposed development is currently prohibited under the existing zoning of the land. The proposal is inconsistent with the desired planning outcome for the site as detailed in Marrickville Council's LEP and DCP and the provisions of the draft South Subregional Strategy. It exceeds primary planning controls for any district centre and will fragment the established hierarchy of commercial centres in the region, changing the nature of the existing centre from a village to a regional shopping centre.</p>	<p>As the project has been declared a Major Project under Part 3A of the Act, a use that does not comply with the current zoning can be considered.</p> <p>The land at 13-55 Edinburgh Road has been identified in the Draft Sub-Regional Planning Strategy as a site where land uses beyond industrial should be considered.</p> <p>The draft Strategy supports the expansion of the existing retail centre (Marrickville Metro) through specifically identifying opportunities for the redevelopment of industrial land at 13-55 Edinburgh Road:</p> <p><i>'Marrickville, Sydenham (2) (Manufacturing-Heavy Freight and Logistics)....Land north of Edinburgh Road and south of Smidmore Street and between Smidmore and Murray Street has potential for higher level employment uses, which could include retail, office or mixed uses. This would support the Marrickville Metro Centre and encourage a redesign which better relates to the surrounding area.'</i> (Page 33).</p> <p>Detailed economic modelling has been undertaken as part of the Environmental Assessment to ascertain the likely impacts on other retail centres. The updated modelling (based on the reduced size of the preferred project) demonstrates that the trading impacts on other centres will not be significant and certainly not of a scale to threaten the viability of other centres.</p>
	<p>The proposal makes no attempt to embrace a mix of land uses on the site. There is no provision for residential development that could be designed along with some retail/commercial development to provide a sustainable working and living environment within the locality.</p>	<p>It is envisaged that residential development may develop surrounding the site, particularly to the east. Placing residential on the site is problematic given the current and future height controls.</p>
	<p>Inconsistent with the local planning policies and controls for the locality and would undermine Marrickville Council's strategic planning if approved in its current form.</p>	<p>A comprehensive assessment against relevant policies and controls has been provided in the Environmental Assessment submission.</p>
Property value	<p>De-value residential property.</p>	<p>The Preferred Project incorporates mitigation measures design to prevent the loss of amenity. Public domain will be enhanced by the development and therefore it is envisaged that the proposal will positively impact on property values.</p>
Social impact	<p>No analysis is provided on the proposal's impact to local amenities such as Enmore Park, the new Aquatic Centre, Sydney Park and the Bower.</p>	<p>The proposal will not result in any significant impacts to local amenities as the shopping centre currently exists and the proposed expansion is towards an industrial zone.</p> <p>A social impact assessment formed part of the original EA.</p>

	Adverse impact on the neighbouring school as a result of increased traffic and noise.	Peak hours for traffic access occur outside school hours and accordingly traffic noise impacts to the school are likely to be negligible
Land Use	Development does not comply with industrial zoning.	<p>As the project has been declared a Major Project under Part 3A of the Act, a use that does not comply with the current zoning can be considered.</p> <p>The land at 13-55 Edinburgh Road has been identified in the Draft Sub-Regional Planning Strategy as a site where land uses beyond industrial should be considered.</p> <p>The Strategy supports the expansion of the existing retail centre (Marrickville Metro) through specifically identifying opportunities for the redevelopment of industrial land at 13-55 Edinburgh Road:</p> <p><i>'Marrickville, Sydenham (2) (Manufacturing-Heavy Freight and Logistics)....Land north of Edinburgh Road and south of Smidmore Street and between Smidmore and Murray Street has potential for higher level employment uses, which could include retail, office or mixed uses. This would support the Marrickville Metro Centre and encourage a redesign which better relates to the surrounding area.'</i> (Page 33)</p>
ESD	<p>Lack of environmental improvement within the proposal, specifically in relation to Green Star rating, NABERS, energy, water and general management.</p> <p>No consideration for solar energy.</p>	<p>As a Statement of Commitment the proponent agrees to the following:</p> <ul style="list-style-type: none"> • The new development (Stage 1) will be designed and constructed to achieve Australian 'Best Practice' in environmentally sustainable design and construction for retail centres. • A report will be prepared by a Green Star Accredited Professional prior to the issue of the Construction Certificate which confirms that the new development works will be capable of achieving an equivalent minimum best practice rating for the design of the development under the Green Building Council of Australia's (GBCA) Retail v1 tool (or equivalent). • The proponent also aims to achieve a 4 Star NABERS Retail Energy and Water rating post the refurbishment and expansion of the existing shopping centre. <p>There are several measures being considered for implementation within the design to help achieve this aim. These could include:</p> <ul style="list-style-type: none"> • installation of water demand reduction fixtures, rainwater collection, treatment and re-use. • Use of high quality building fabric including insulation and light coloured roofing materials, • Energy demand metering through BMS and Meter Monitoring System to control HVAC plant and light, and • Minimise mall lighting loads through alternative lamp selection.

	Inadequate planning for recycling of rain water for re-use on-site.	See comments above.
Need	Oversupply of large supermarkets in the trade area.	The Economic Impact Assessment (EIA) prepared by Pitney Bowes Business Insight indicates that the trade area served by the centre is characterised by a significant under supply of retail floor space and that Marrickville Metro is the only shopping centre within the defined main trade area which offers consumers significant comparison shopping facilities.

Summary

Metro Watch Pro-forma	565
Victoria Road Pro-forma	9
Bourne Street Pro-forma	33
Individual / original objection	106
Support	17
TOTAL	730